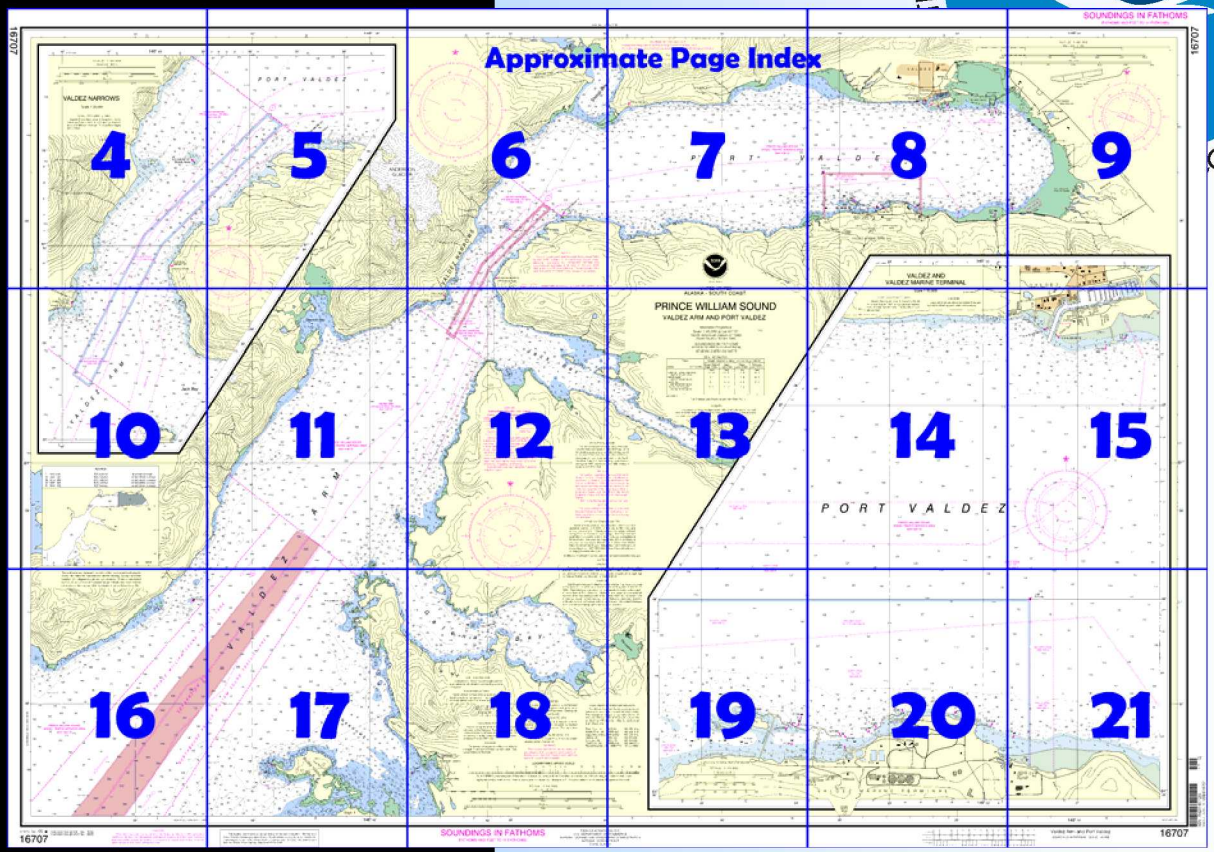
BookletChart™

Prince William Sound - Valdez Arm and Port Valdez

(NOAA Chart 16707)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

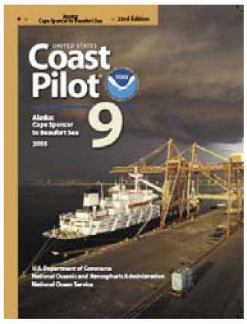
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]
(349) **The March 1964 earthquake caused a bottom uplift of 4.6 feet in Comfort Cove. Shoaling and new dangers may exist requiring extreme caution until a complete survey is made of the area.**
(357) The waters of the main arm of Port Fidalgo are deep and free from outlying dangers. Vessels can navigate with safety as far as the SE arm at the head of the bay by keeping over 0.3 mile offshore.
(363) **Two Moon Bay** indents the SE shore of Port Fidalgo. Low divides cut the peninsula from the heads of its two arms. Good anchorage can be had in the bay at the entrance to either arm, and vessels of moderate size can anchor in the arms in about 10 to 15 fathoms, bottom generally sticky. A midchannel course should be followed in the arms. At the head of the SE arm is a basin trending SW where small vessels can anchor in 4 to 7 fathoms. The channel is between the W point and a reef bare at low water near the middle of the entrance.
(379) **Bligh Reef**, about 2 miles long, has depths of ¼ fathom to 9 fathoms and shoals to bare near the center. The reef is marked by **Bligh Reef Light** (60°50'20"N., 146°53'02"W.), 59 feet (18.0 m) above the water and shown from a pile structure with a red and white diamond-shaped daymark. A racon is at the light. The steamship OLYMPIA was lost on Bligh Reef in 1910 and the oil tanker EXXON VALDEZ struck the reef on March 24, 1989.
(381) The diurnal range of tide is 12 feet in Snug Corner Cove in Port Fidalgo. At the entrance to Port Fidalgo, N of Goose Island, the velocity of the current is about 0.5 knot.
(382) **Tatitlek Narrows** separates Busby and Bligh Islands from the main shore, and offers a more direct route for small craft between Port Valdez or Ellamar and points on Port Fidalgo. The channel, marked with daybeacons, has depths of about 4 fathoms, except for a dangerous shoal with a least depth of 8 feet in midchannel about 400 yards SSE of Daybeacon 4, at 60°51'55"N., 146°42'20"W. The channel is narrow with foul ground on both sides; local knowledge is advisable.
(396) **Valdez Narrows** is about 0.8 mile wide, with deep water and bold shores. **Middle Rock,** near the middle of the N end of the narrows and marked by a light, is a pinnacle barely covered at extreme high tides. A shoal, W of the light, extends E from the mainland 0.4 mile. The shoal consists of a rock covered 2 feet at the inner end, a 3½-fathom depth at the outer end, and a wooded islet in between. The tidal currents in the narrows are too weak and variable to be predicted, however, it is reported that deep-draft tankers maneuvering at the regulated low speed of 6 knots will be affected appreciably by the currents. Speed adjustments may be necessary to lessen the effect of the currents on deep-draft vessels.
(397) **Entrance Point**, 1 mile N of Jack Bay on the E side of Valdez Narrows, and **Potato Point,** on the W side of the narrows, are marked by lights. **Entrance Island,** 1.2 mile E of Middle Rock, is marked by a light.
(416) **From the W via Elrington Passage**. Pass 1 mile E of Point Helen Light, thence N to 1.5 miles W of Seal Island Light, thence N to 2 miles E of Smith Island, thence E to enter the Prince William Sound Traffic Separation Scheme and depart the scheme at its N end in Valdez Arm, thence through Valdez Narrows and Port Valdez to Valdez.
(419) There are no safe anchorages at Valdez due to the foul ground and high winds that prevail from the W during the afternoons of the summer season. Convenient anchorages in the approaches to Valdez Arm and Port Valdez have been described.
(430) A Coast Guard Marine Safety Office and Vessel Traffic Service Center is in Valdez.
(431) The small-boat harbor is administered by the Harbormaster. The office is located on N shore of the small-boat basin, telephone 907-835-4981, FAX 907-835-4479. The rest of the Port is administered by the Port Director, and that office is located at the head of the ferry terminal dock, telephone 907-835-4981, FAX 907-835-4479. The Valdez Marine Terminal is administered by the Alyeska Pipeline Service Company, telephone 907-278-1611.
(437) **Valdez Small-Boat Harbor,** the small-boat harbor to the E of the fuel pier, is entered between a breakwater to the W of the entrance and Valdez Spit to the E of the entrance; both are marked by lights. Two seafood plant piers are just inside on the S shore. In June 2003, the controlling depths were 10.8 feet in the entrance channel to the basin, except for lesser depths to 7 feet along the edges of the channel, thence 10.4 to 12 feet in the basin, except for severe shoaling in the SE corner at the head of the project. The far E end of the basin is locally maintained and has depths of 10 to 12 feet. The harbor can accommodate about 520 boats, and transient berths are also available. The **harbormaster** assigns berths, can be contacted on VHF-FM channel 16, and uses channel 8 as a working frequency. Water, electricity, fuel, telephone, cable TV, boat-launching ramps, and a 60-ton mobile vertical boat lift are available in the harbor. A tide grid is available for underwater repairs.
(441) Gasoline, diesel fuel, and water are available in the small-boat basin. Provisions and some marine supplies can be obtained in town.

Table of Selected Chart Notes

Corrected through NM Feb. 28/09
Corrected through LNM Mar. 03/09

Mercator Projection
Scale 1:40,000 at Lat 61° 01'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

PLANE COORDINATE GRID

Alaska State grid, zone 3, based on North American Datum 1927, is indicated by dashed ticks at 2,000 foot intervals. The last three digits are omitted.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID

Alaska State Grid, zone 3, based on North American Datum 1927, is indicated by dashed ticks at 4,000 foot intervals. The last three digits are omitted.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PLANE COORDINATE GRID

Alaska State Grid, zone 3, based on North American Datum 1927, is indicated by dashed ticks at 20,000 foot intervals. The last three digits are omitted.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.897" southward and 7.308" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Point Pigot, AK	KZZ-93	162.450 MHz
Potato Point, AK	WNG-527	162.425 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Valdez, AK	WXJ-63	162.55 MHz
Cordova, AK	WXJ-79	162.40 MHz
East Point, AK	WNG-530	162.500 MHz
Tripod Mountain, AK	WNG-715	162.450 MHz

NOTE B

The area outlined in magenta is a National Marine Fisheries Service monitoring site. Marine activities are discouraged from infringing into the area.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE C

CAUTION

During the calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.65 MHz).

HEIGHTS

Elevations of rocks, bridges,landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

4A 5 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

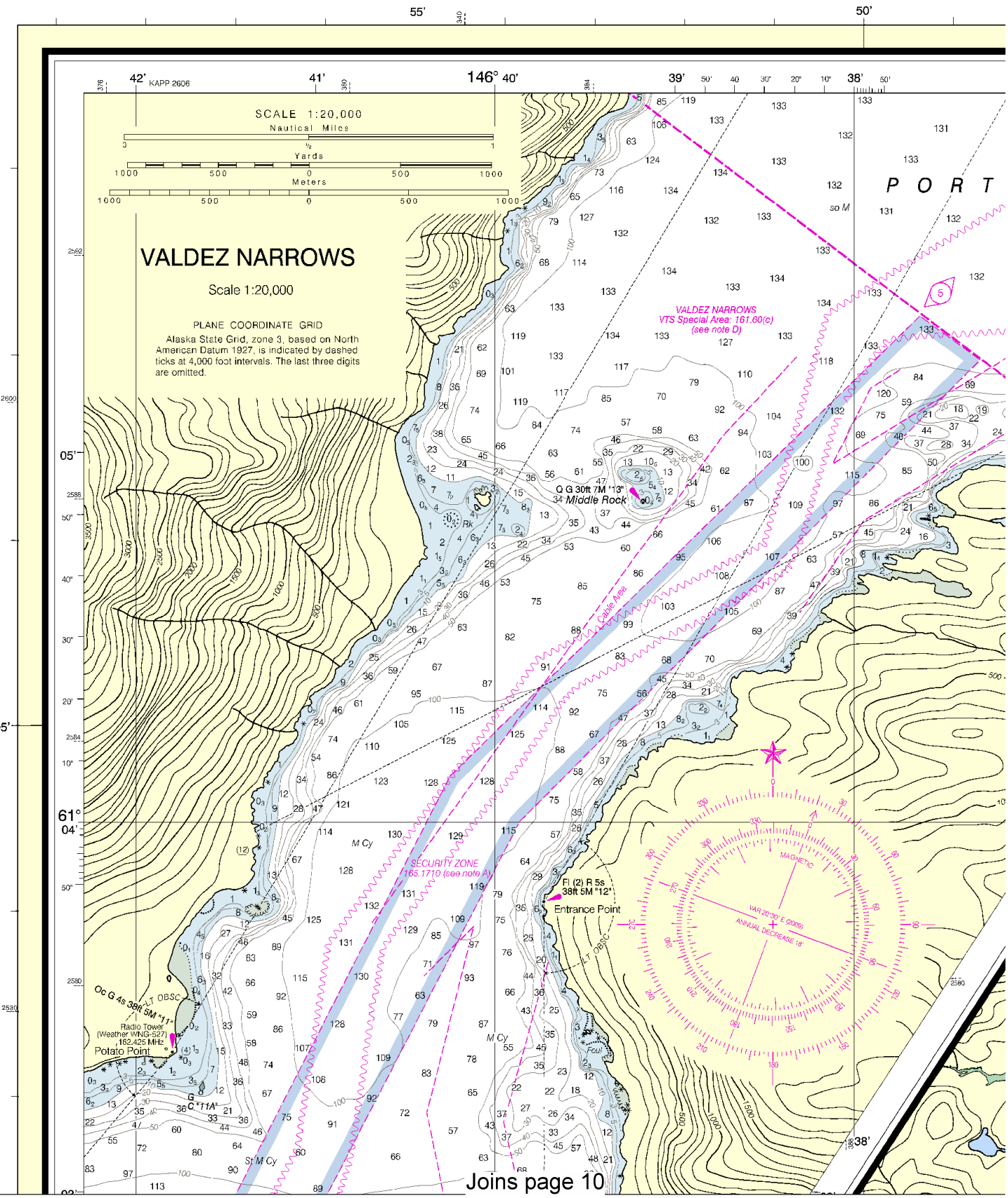
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rocky Point	(60°56.8'N/146°45.3'W)	12.1	11.1	1.5
Jack Bay	(61°02.4'N/146°36.9'W)	12.1	11.1	1.5
Valdez, Port Valdez	(60°07.5'N/146°21.7'W)	12.2	11.2	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2008)



4

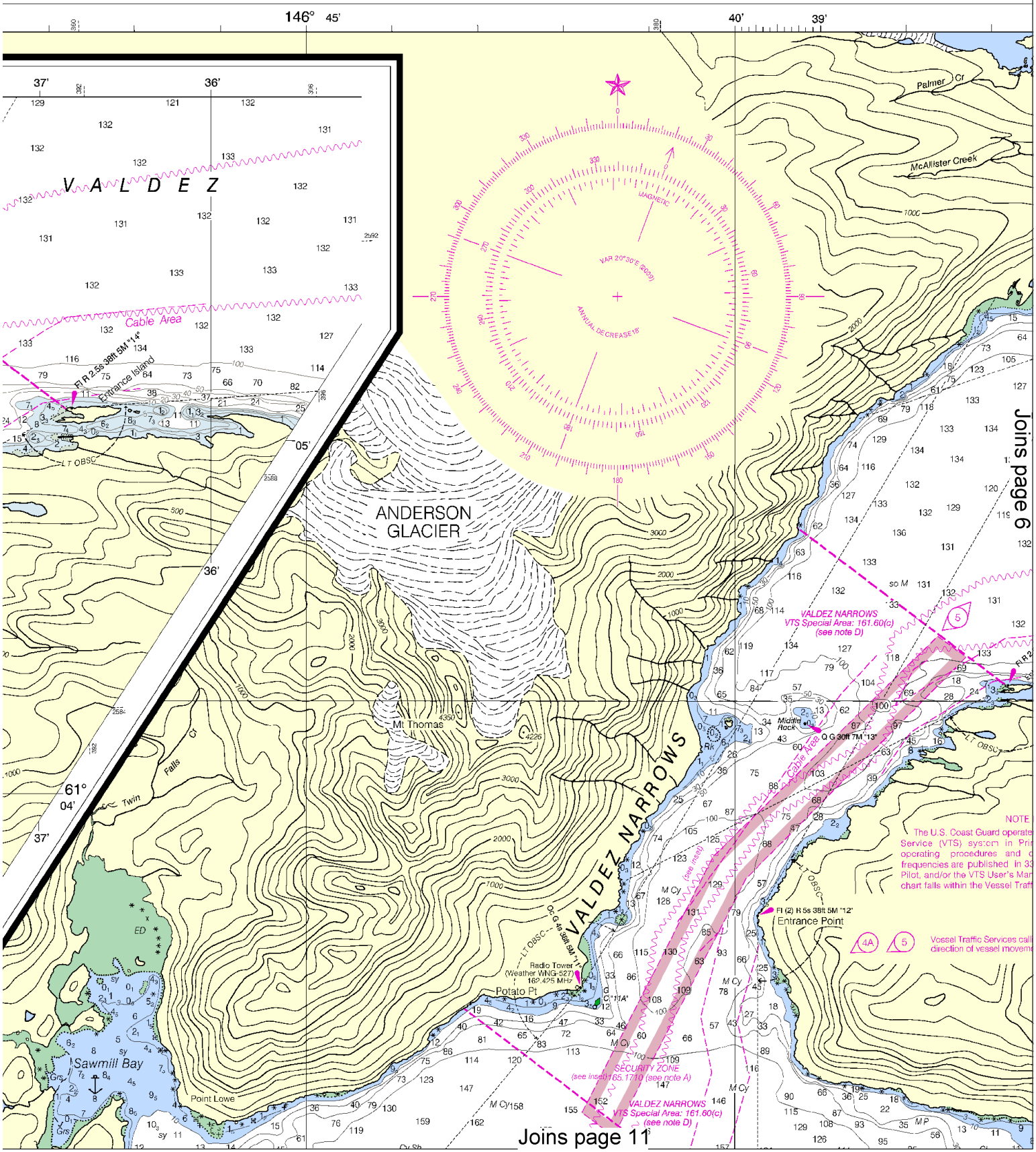
North

Printed at reduced scale.

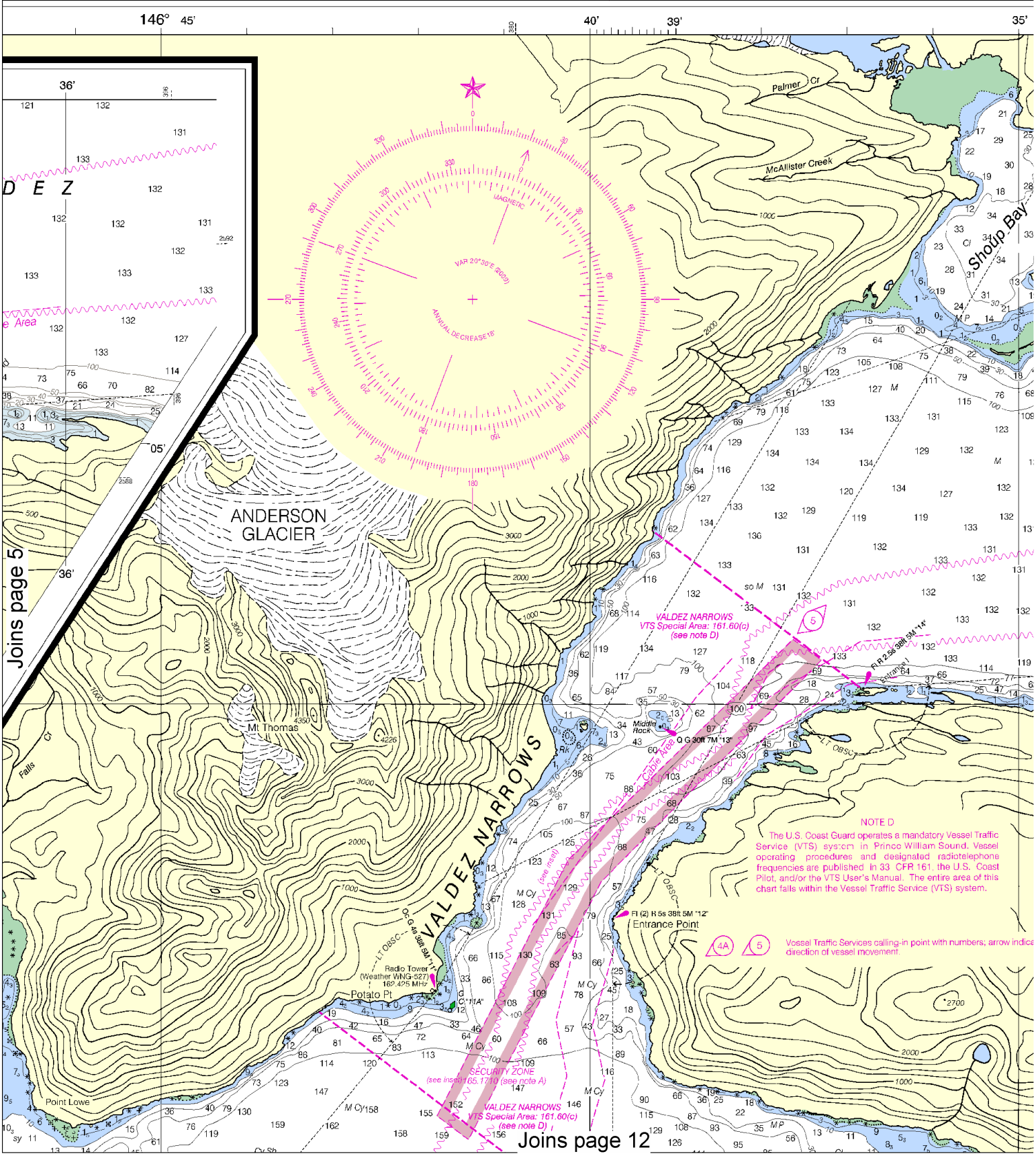
~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

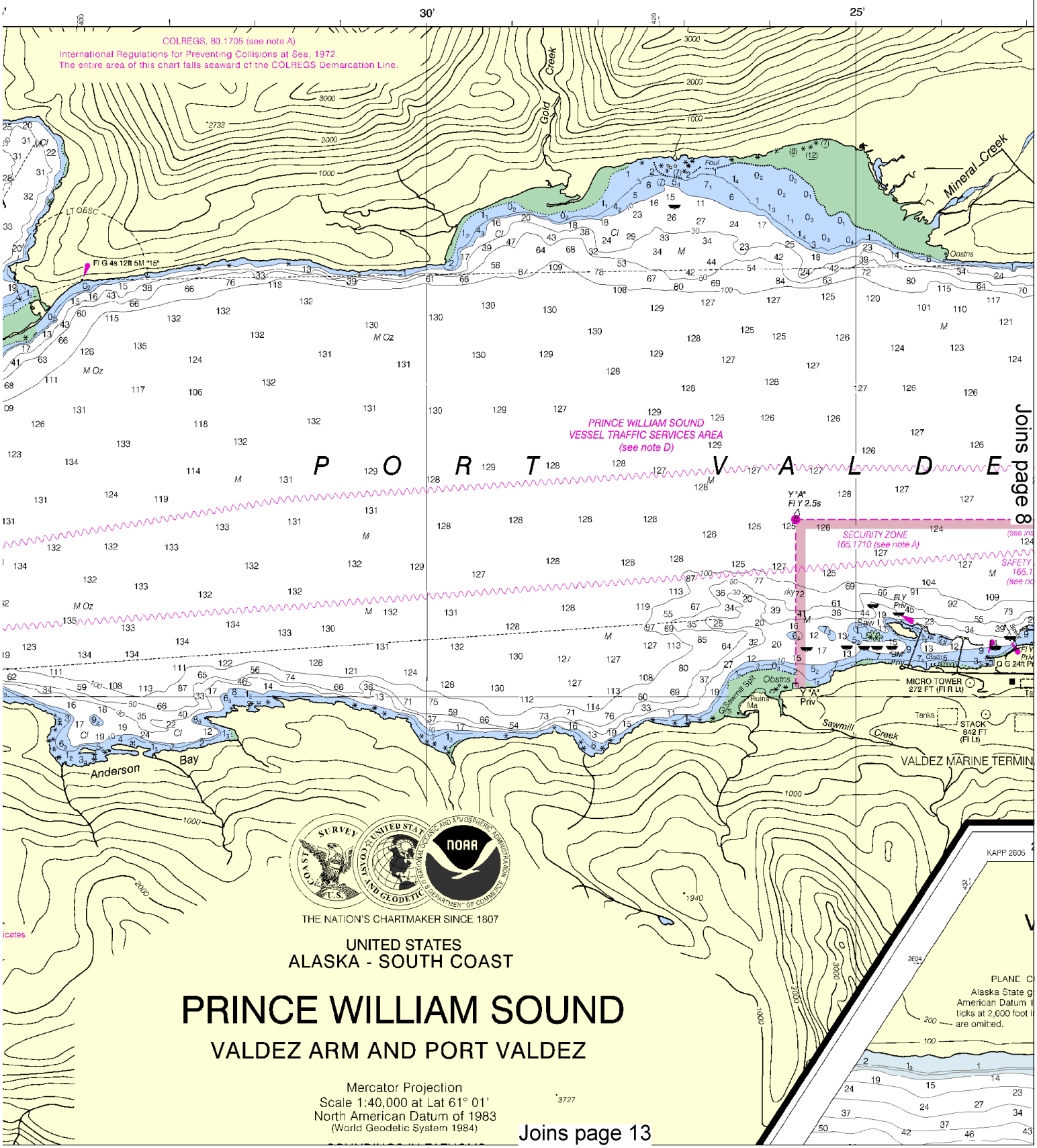
North

Printed at reduced scale. ~~SCALE 1:40,000~~

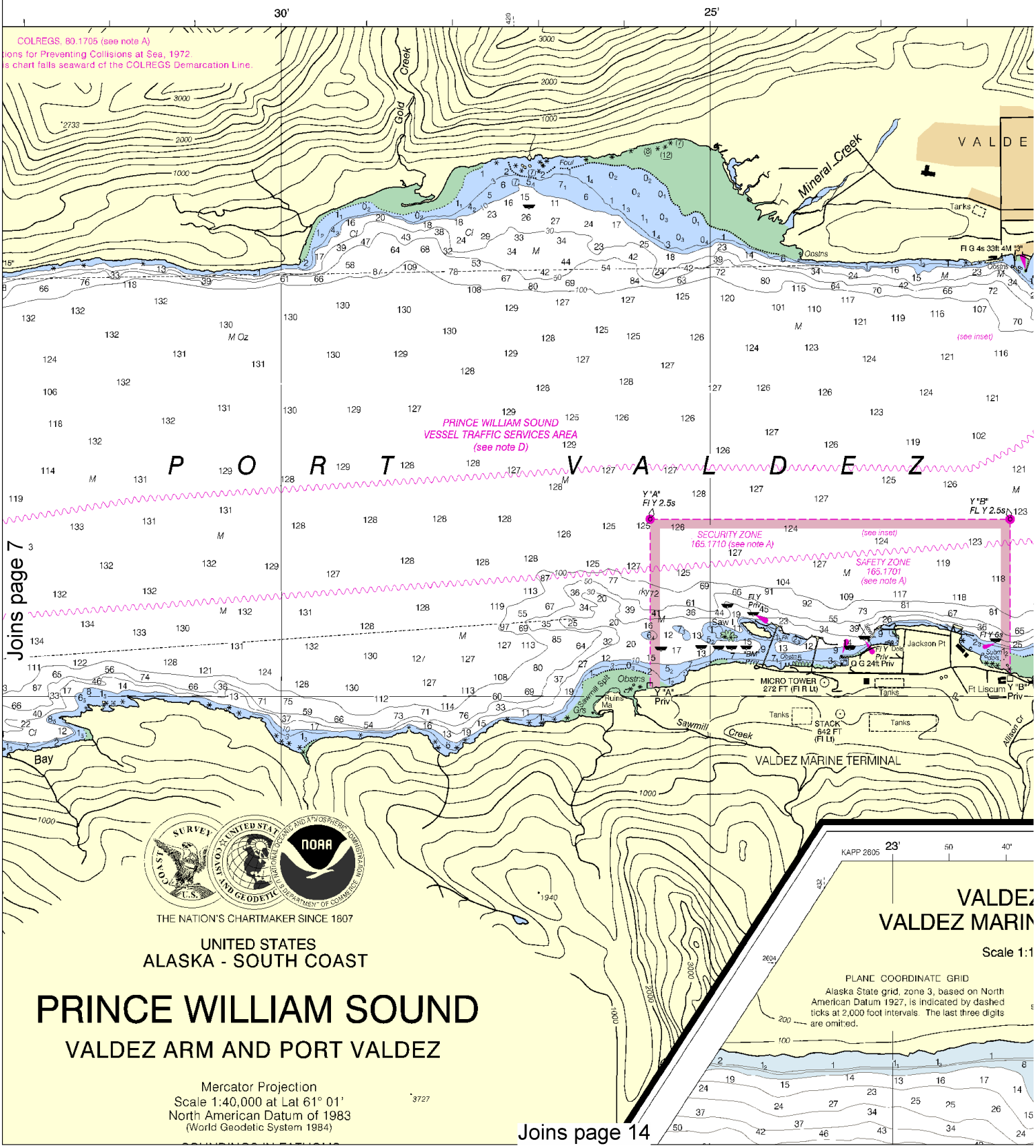
Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

VALDEZ ARM AND PORT VALDEZ

Mercator Projection
Scale 1:40,000 at Lat 61° 01'
North American Datum of 1983
(World Geodetic System 1984)

North

Printed at reduced scale.

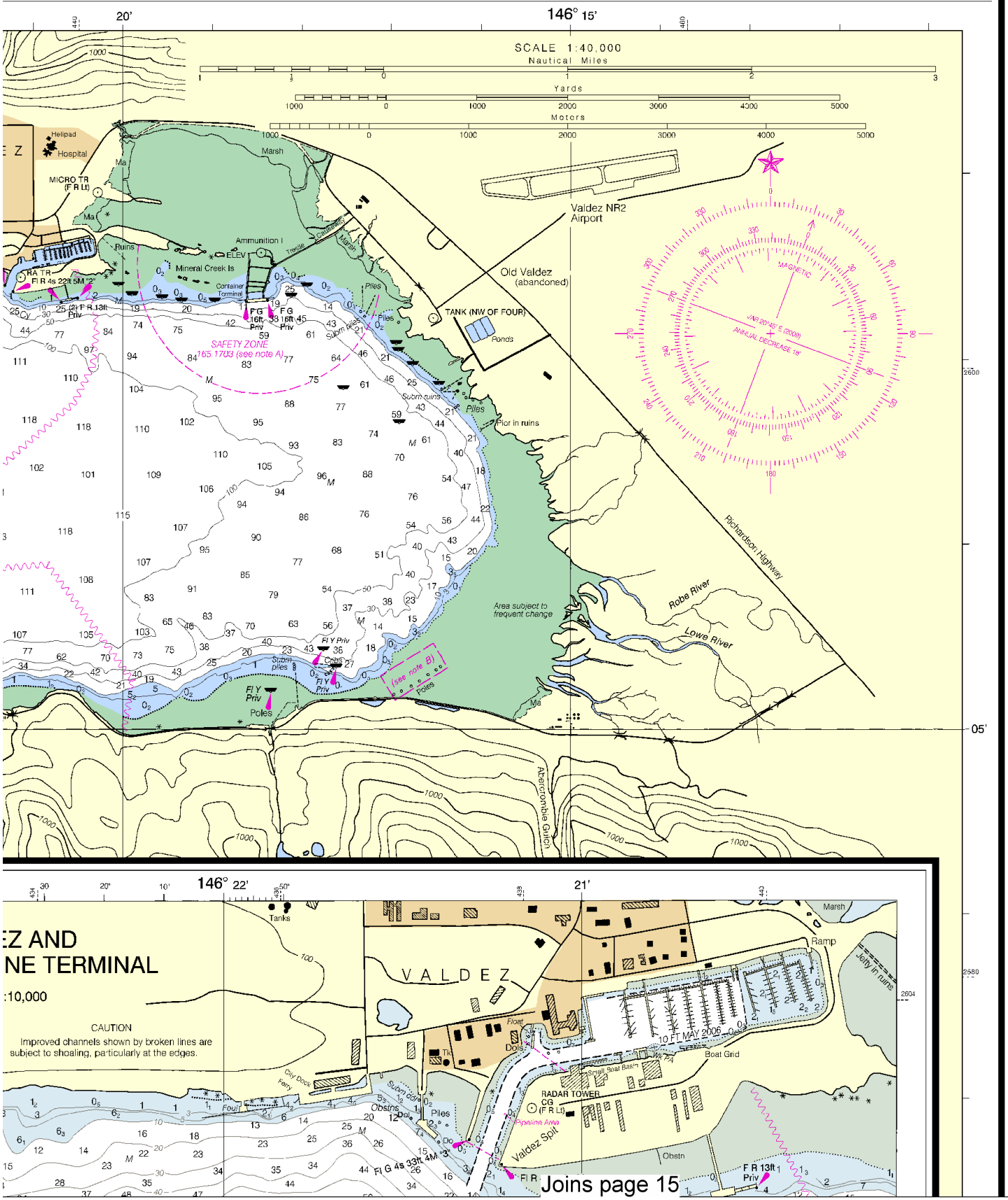
~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

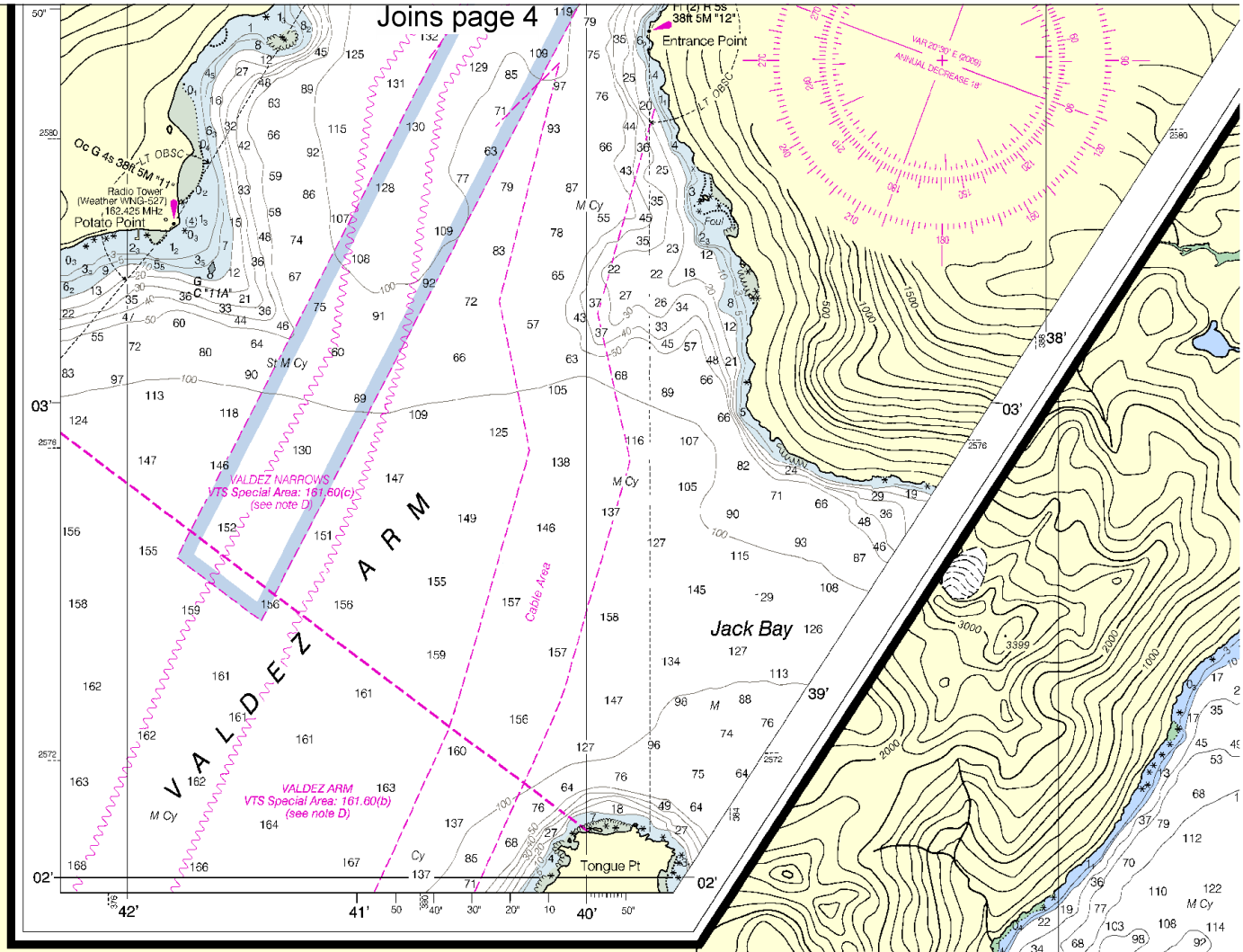
See Note on page 5.

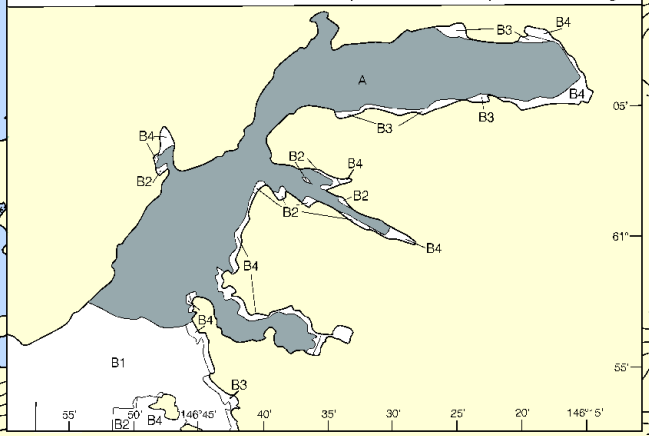
16707


20'
146° 15'
SCALE 1:40,000
Nautical Miles
Yards
Meters
Helipad
Hospital
MICRO TR
(F R Lt)
Marsh
Ammunition I
ELEV
Ruins
Mineral Creek Is
Container Terminal
Trestle
Causeway
Valdez NR2
Airport
Old Valdez
(abandoned)
TANK (NW OF FOUR)
Ponds
MAGNETIC
VAR 20°45' E (2009)
ANNUAL DECREASE 18'
SAFETY ZONE
165 1703 (see note A)
Subm ruins
Piles
Pier in ruins
Richardson Highway
Robe River
Lowe River
Area subject to frequent change
(see note B)
Fl Y Priv
Poles
Abercrombie Gulch
05'
2600
2650
2604

146° 22'
21'
EZ AND
NE TERMINAL
:10,000
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
Tanks
VALDEZ
Marsh
Ramp
Jetty in ruins
Float
Dols
Th
10 FT MAY 2006
Boat Grid
Small Boat Basin
RADAR TOWER
CG
(F R Lt)
Pipeline Area
Valdez Spit
City Docs
Ferry
Subm cable
Obstns
Piles
Fl G 4s 33ft 4M
Fl R
F R 13ft
Priv
Joins page 15

Joins page 4





SOURCE

A	1990-2004	NOS Surveys	full bottom coverage
B1	1990-2004	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 16

North

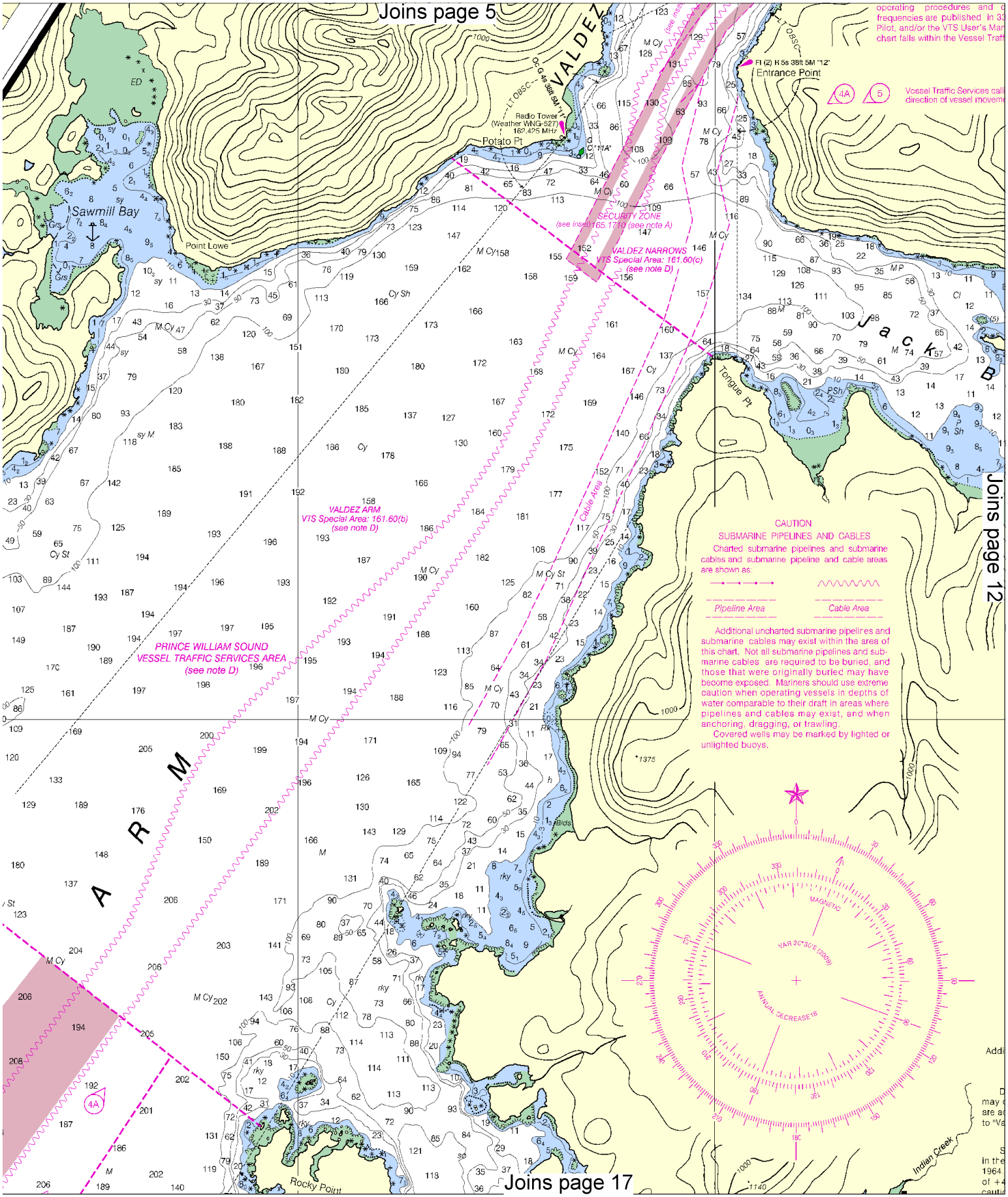
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
VALDEZ
Entrance Point
Fl (2) R 5s 38ft 5M "12"
Radio Tower (Weather WNG-527) 162.425 MHz
Potato Pt
Sawmill Bay
Point Lowe
SECURITY ZONE
(see inset) 165.1710 (see note A)
VALDEZ NARROWS
VTS Special Area: 161.60(c)
(see note D)
VALDEZ ARM
VTS Special Area: 161.60(b)
(see note D)
PRINCE WILLIAM SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)
Tongue Pt
Jack Bay
Cable Area
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
MAGNETIC
VAR 20°30'E (2009)
ANNUAL DECREASE 18'
Indian Creek
Rocky Point
Joins page 17
Joins page 12

Joins page 6

operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.

Vessel Traffic Services calling-in point with numbers; arrow indica direction of vessel movement.

Fl (2) R 5s 38ft 5M "12"
Entrance Point

Radio Tower (Weather WNG-527) 162.425 MHz

Potato Pt

Point Lowe

SECURITY ZONE
(see inset) 165.1710 (see note A)

VALDEZ NARROWS
VTS Special Area: 161.60(c)
(see note D)

VALDEZ ARM
VTS Special Area: 161.60(b)
(see note D)

INCE WILLIAM SOUND
TRAFFIC SERVICES AREA
(see note D)

Tongue Pt

Jack Bay

Cable Area

CAUTION
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HORIZONTAL DA

The horizontal reference d is North American Datum of 19 for charting purposes is cons to the World Geodetic Systen Geographic positions refer American Datum of 1927 mus average of 1.897" southward ar to agree with this chart.

NOTE A

Navigation regulations Chapter 2, U.S. Coast Pilot revisions to Chapter 2 are Notice to Mariners. Informa the regulations may be obtai of the Commander, 17th Coa in Juneau, Alaska, or at the C Engineer, Corps of Enginee Alaska.

Refer to charted regulation

NOTE B

The area outlined in mag Marine Fisheries Service Marine activities are discourag into the area.

PRINT-ON-DEMAND

NOAA and its partner, Ocean updated weekly by NOAA for Nc critical corrections. Charts are using Print-on-Demand technolc available 5-8 weeks before their NOAA charts. Ask your chart agent charts or contact NOAA a http://NauticalCharts.gov, help@ OceanGrafix at 1-877-56CHART, or help@OceanGrafix.com.

Additional information can be obtained

NOTE C

CAUTION

During the calving season, Columbi may drift into the northern part of Prin are advised to exercise extreme caution to "Valdez Traffic" on Channel 13 (156.6

CAUTION

Significant changes in depths and in the area of this chart as a result of t 1964. Tidal observations since the earth of +4.3 feet at Port Gravina. Mariner caution when navigating in the area of

MAGNETIC
VAR 20°30'E (2009)
ANNUAL DECREASE 16'

Indian Creek

Rocky Point

Joins page 11

Joins page 18

North

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

VALDEZ ARM AND PORT VALDEZ

Mercator Projection
Scale 1:40,000 at Lat 61° 01'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
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		feet	feet	feet
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Valdez, Port Valdez	(60°07.5'N/146°21.7'W)	12.2	11.2	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Nov 2008)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevations of rocks, bridges,landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

DATUM
e datum of this chart
1983 (NAD 83), which
nsidered equivalent
em 1984 (WGS 84).
ferred to the North
ust be corrected an
and 7.308" westward

s are published in
ot 9. Additions or
e published in the
mation concerning
tained at the Office
Coast Guard District
Office of the District
eers in Anchorage,

on section numbers.

igents is a National
e monitoring site.
aged from infringing

ND CHARTS
anGrafix, offer this chart
Notices to Mariners and
e printed when ordered
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@NauticalCharts.gov, or
, http://OceanGrafix.com,

ed at nauticalcharts.noaa.gov.

N
bia Glacier deposits ice which
ince William Sound. Mariners
n and to report a l ice sightings
.65 MHz).

N
d shoreline may have occurred
f the earthquake of March 27,
rthquake indicate bottom uplift
ers are urged to use extreme
f this chart as the magnitude

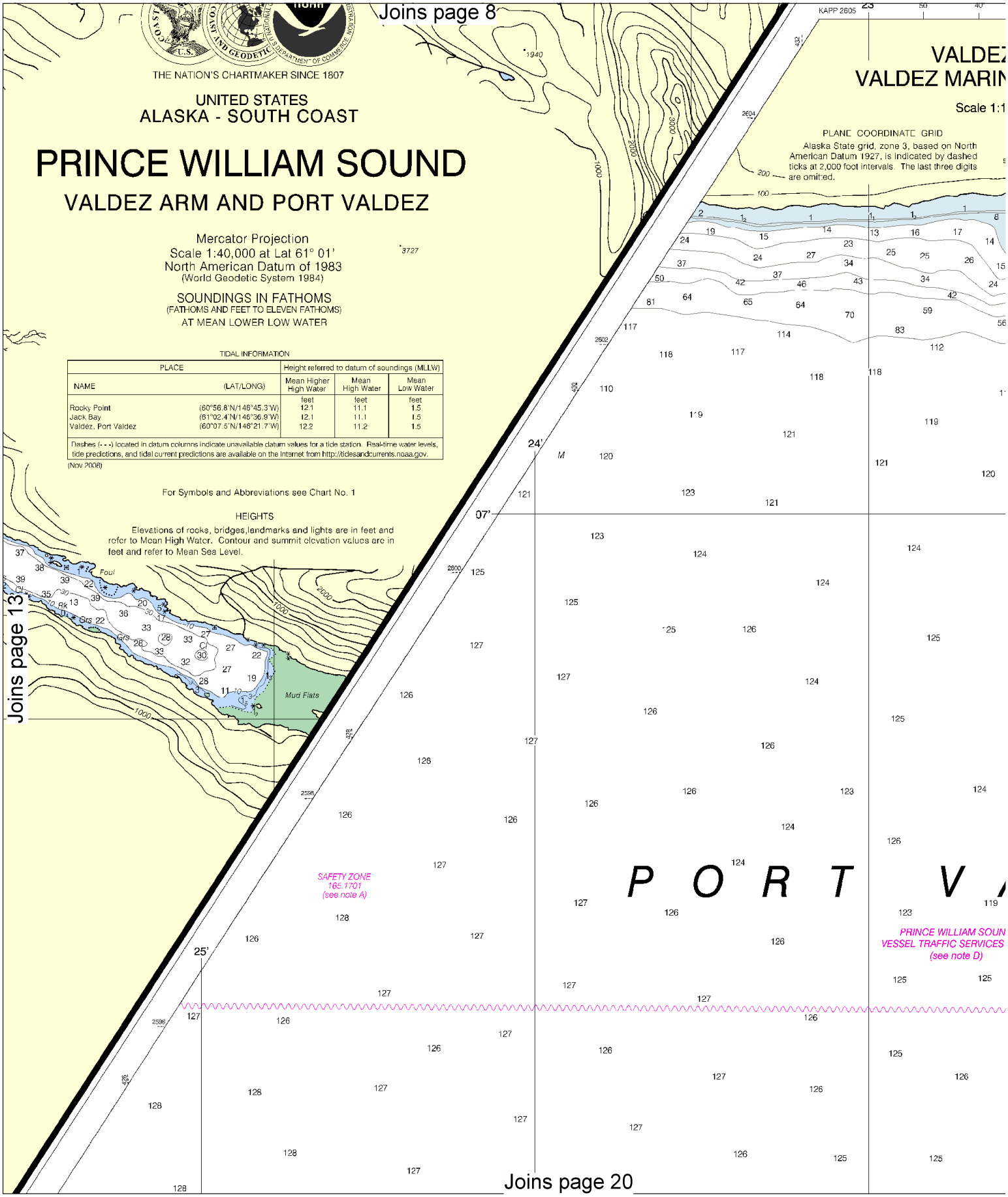
SAFETY ZONE
165.1701
(see note A)

P O R T

Mud Flats

Joins page 14

Joins page 19



North

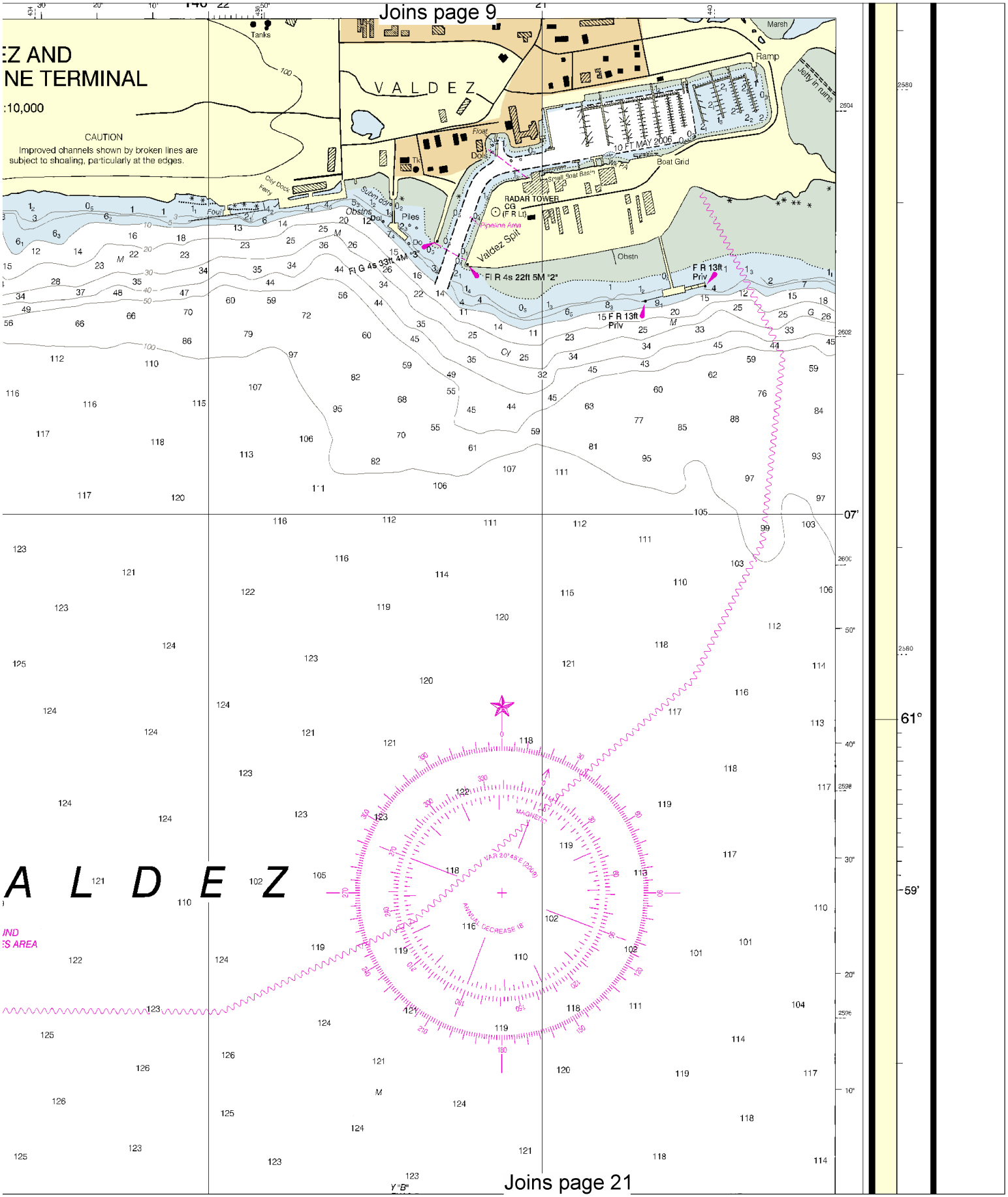
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

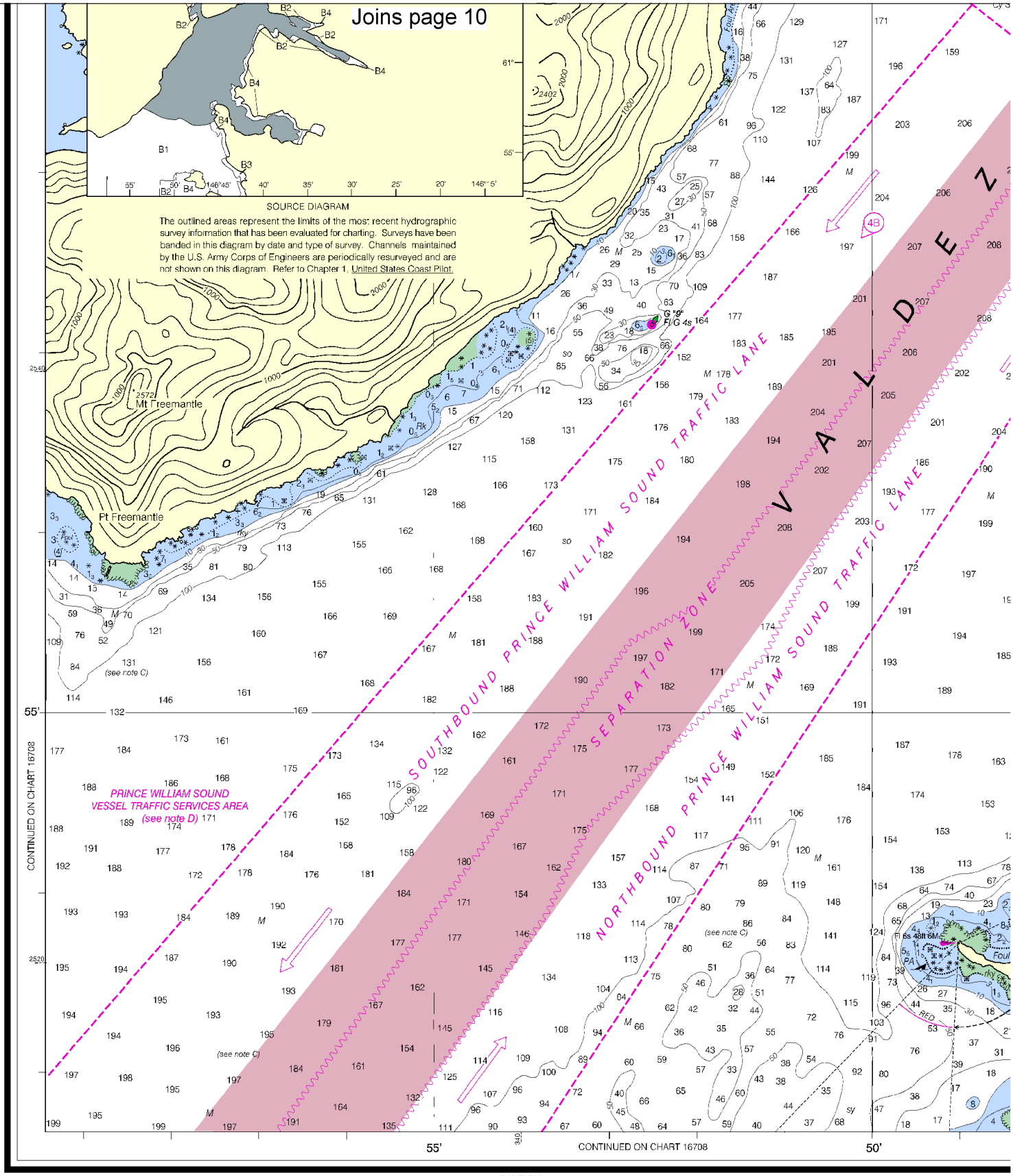
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



Joins page 21



13th Ed., Mar. / 09 ■ Corrected through NM Feb. 28/09
Corrected through LNM Mar. 03/09

16707

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower le otice to Mariners published after the d lable at nauticalcharts.noaa.gov.

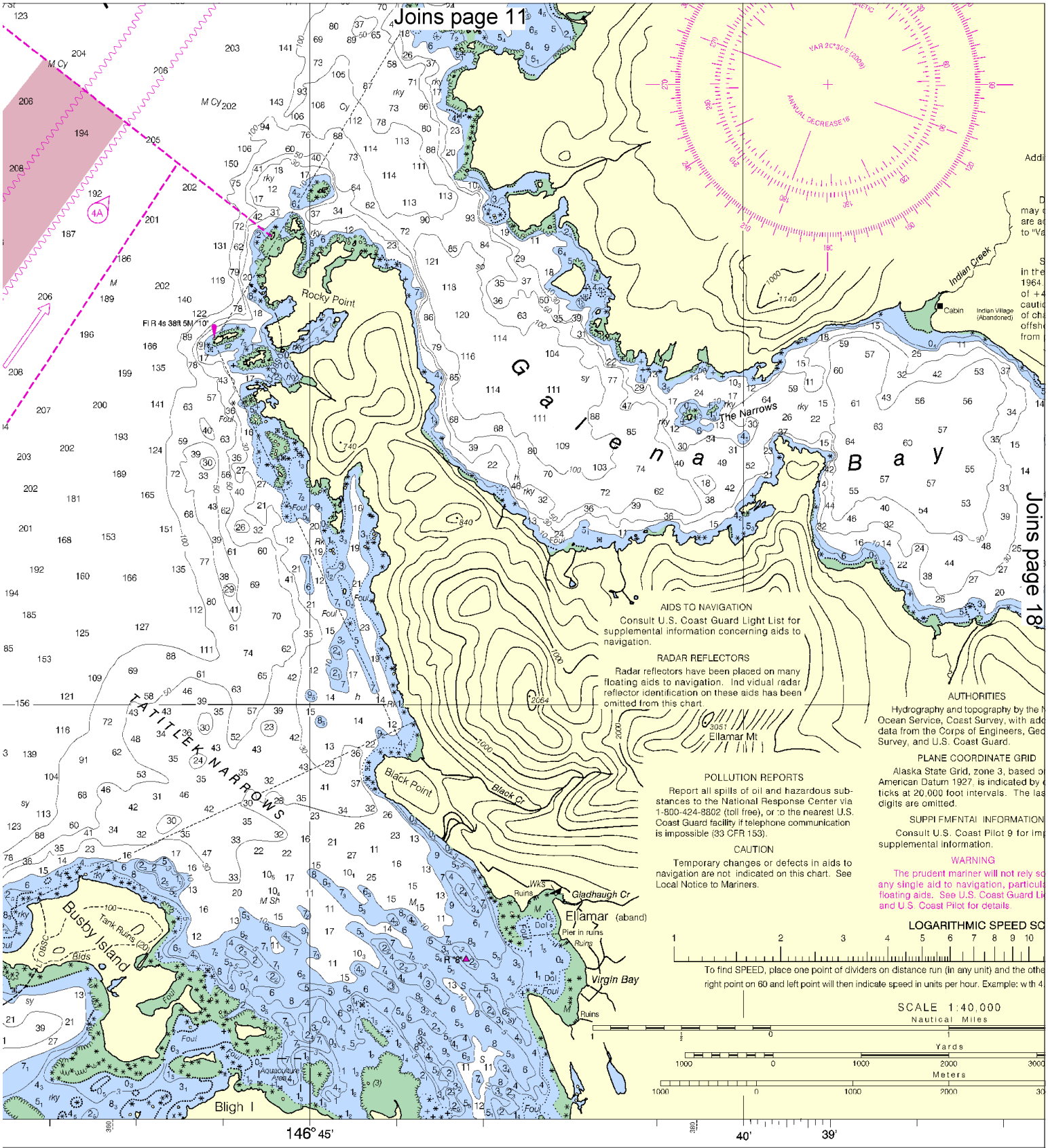
This nautical chart has been designed to promote safe r Ocean Service encourages users to submit corrections, add improving this chart to the Chief, Marine Chart Division (N Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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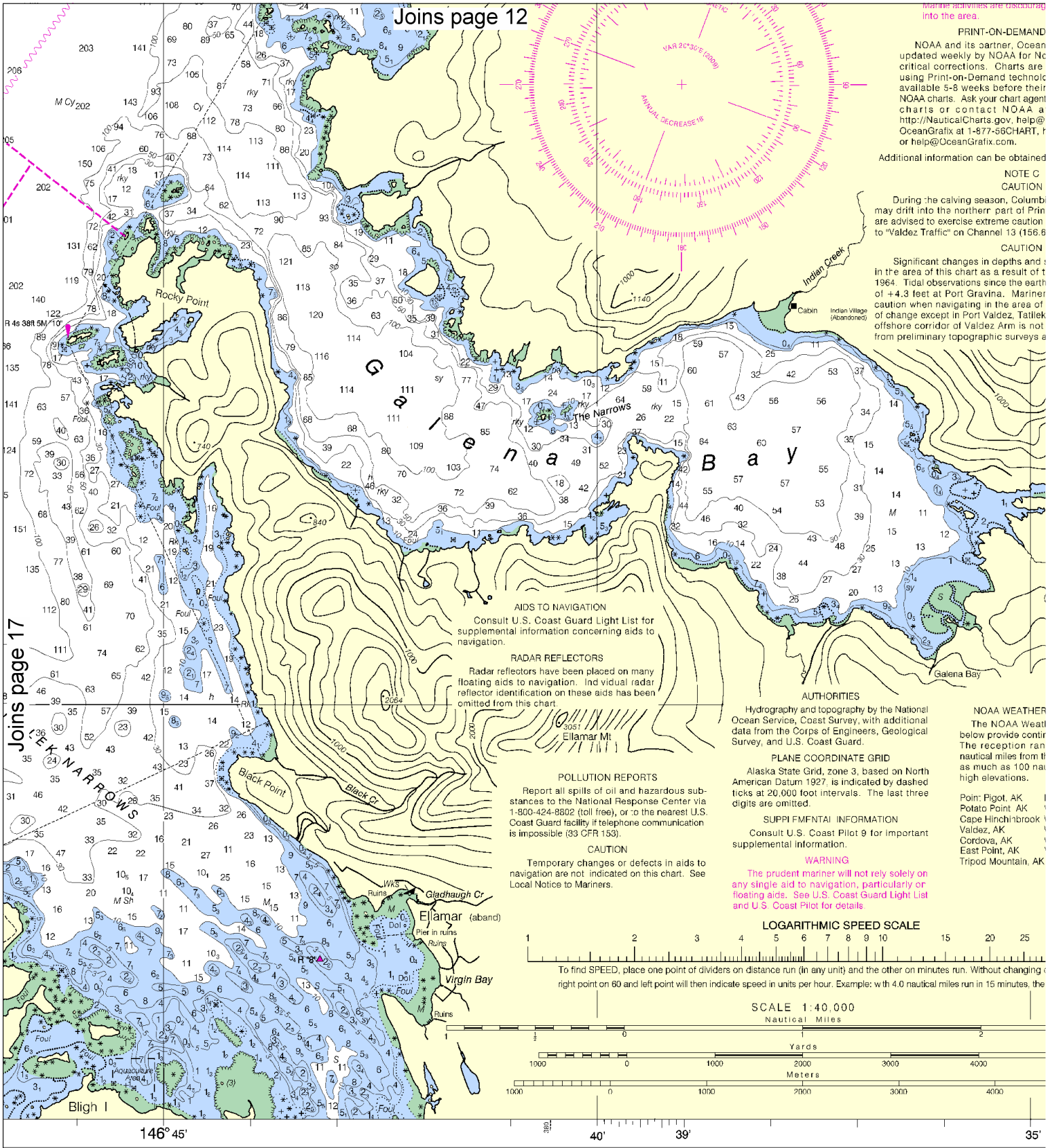
(N/CS2), National Ocean

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

NATIO



SOUNDINGS IN FATHOMS

(FA FATHOMS)

Published at Washing
U.S. DEPARTMENT OF
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COAST SURVE

North

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

Yards

See Note on page 5.

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ND CHARTS

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Notices to Mariners and
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ed at nauticalcharts.noaa.gov.

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bia Glacier deposits ice which
ince William Sound. Mariners
n and to report all ice sightings
.65 MHz).

N

d shoreline may have occurred
f the earthquake of March 27,
rthquake indicate bottom uplift
ers are urged to use extreme
of this chart as the magnitude
ek Narrows, Jack Bay, and the
ot known. Important changes
s are charted.

ER RADIO BROADCASTS

ather Radio stations listed
ntinuous weather broadcasts.
ange is typically 20 to 40
the antenna site, but can be
autical miles for stations at

	KZZ-93	162.450 MHz
	WNG-527	162.425 MHz
k	WNG-532	162.525 MHz
	WXJ-63	162.55 MHz
	WXJ-79	162.40 MHz
	WNG-530	162.500 MHz
AK	WNG-715	162.450 MHz

30 40 50 60

g divider spread, place
he speed is 16.0 knots.

3

5000

5000

Joins page 13

Joins page 20

SECURITY ZONE
165.1710 (see note A)

SAFETY ZONE
165.1701
(see note A)

SAFETY ZONE
165.1701
(see note A)

Saw Island

Seal I.

16 Obstn

"BM"

Berth No 5

Berth No 4

5 Obstn

Grs 1

Fl Y 6s

Q 35ft

Q R 35ft

Rk Q 35ft

Q G 24ft
Priv

Ramp

Ponds

NOTE
Lights along the Valdez Marine Terminal are private.

SCALE 1:10,000
½ Nautical Mile
0.1 0.05 0 0.1 0.2 0.3 0.4
Yards
100 0 100 200 300 400 500
Meters
100 0 100 200 300 400 500

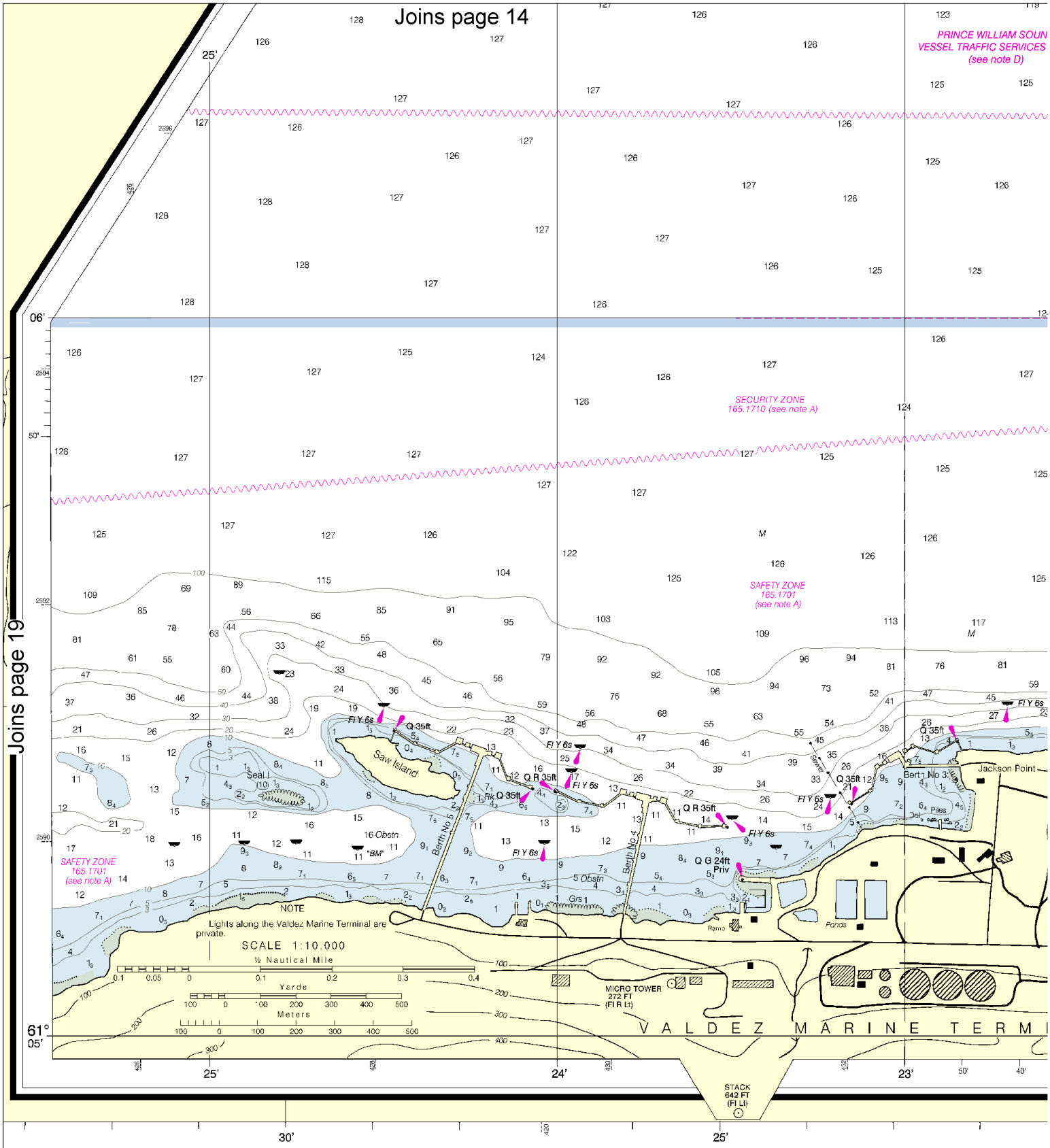
MICRO TOWER
272 FT
(Fl R Lt)

STACK
642 FT
(Fl Lt)

V A L D E Z M A R I N

06'
05'
61°
50'
25'
24'
30'

ngton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
I SERVICE
VEY

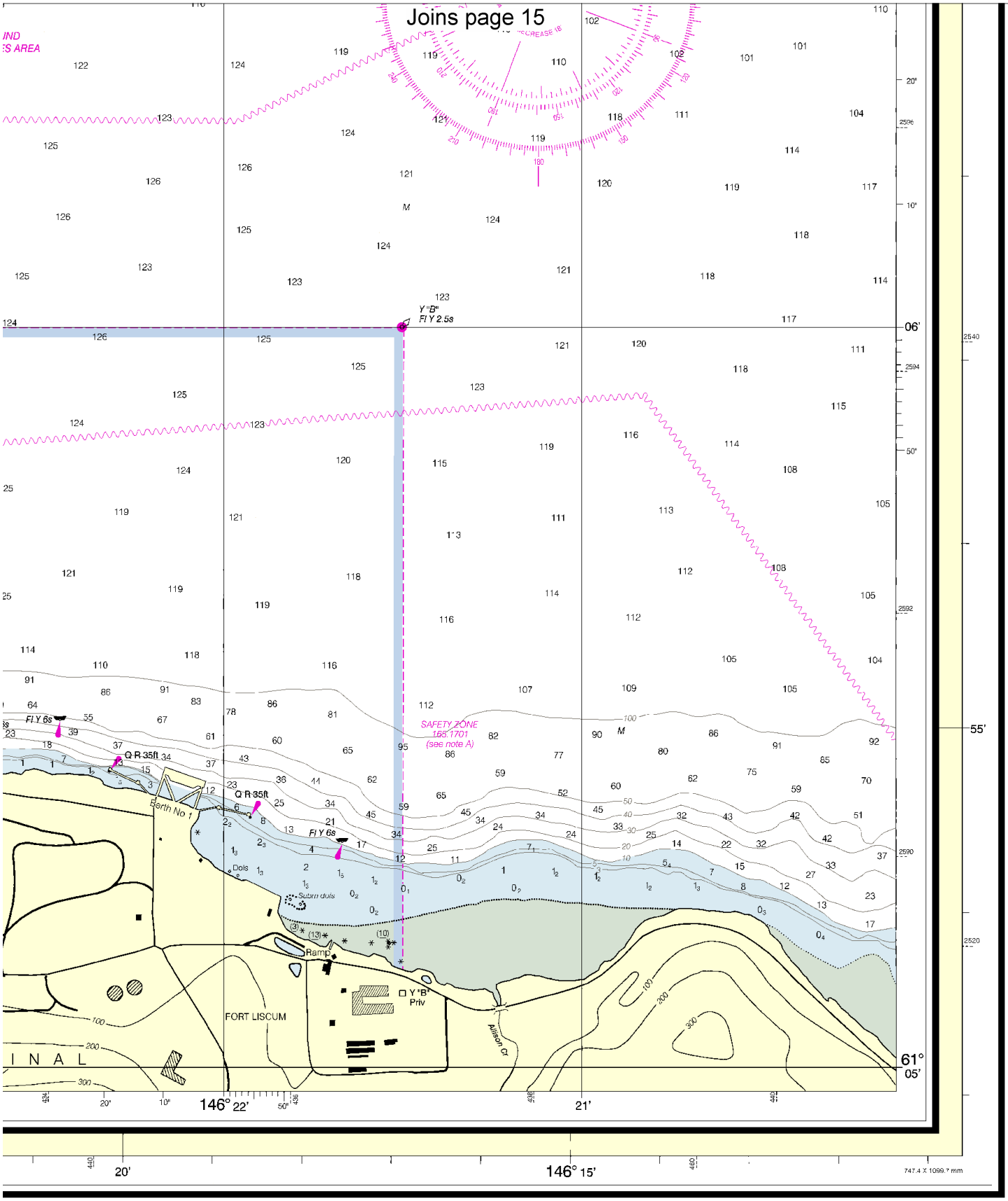


North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



THOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
ETERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Valdez Arm and Port Valdez

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16707

ED NO. 13

NSN 7642014011264 NGA REFERENCE NO. 16AHA16707

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.